

that the committee have selected Mr. E. H. Bailey, R.A., to execute the memorial. The statue, which will be in bronze, stands on a rich pedestal, decorated with the emblems of literature, science, art, manufacture, and the various branches of industry, in which he ever took a warm and zealous interest.

MISCELLANEA.

MANCHESTER SCHOOL OF DESIGN.—A selection of drawings produced in this school during the last year has been recently exhibited before being forwarded to the central school according to the regulations of the Board of Trade. The exhibition comprised some 400 drawings, selected from the work of the 360 pupils. It included specimens from the three departments into which the masters have found it necessary to divide operations; Mr. Hammerley attending especially to the instruction of designers for textile fabrics and the advanced pupils generally, besides giving a general superintendence to the whole; Mr. M. Callum undertaking the strictly elementary department, and Mr. Holding the architectural studies, or art in projection, including modelling. Of the 360 pupils, there are about sixty studying the production of designs for the staple trade. The female class lists comprise the names of seventy pupils.

WHITE'S HYDRO-CARBON GAS: EXPLOSION.—A fatal explosion in a gas and oil manufactory at Salford, belonging to Mr. Stephen White, the patentee of the "Hydro-carbon Gas," appears to have revealed the fact that this patentee derives "a still more purified gas" from the residuum, it is alleged, of the manufacture of his ordinary "hydro-carbon gas" besides "turpentine of a fine quality and a description of oil." In the explosion of three retorts referred to, Mr. Hodgkiss, a practical chemist employed as manager, was killed, and more mischief, it is said, would have been done had not the flames been speedily extinguished by buckets of sand; as a large tank with a store of 400 gallons of naphtha stood not many yards distance from the flames.

RAILWAY JOTTING.—The Great Northern Railway undertaking in the neighbourhood of Newark advances satisfactorily: the line is nearly on a dead level about Newark, and the works being very light, are nearly completed. Rails are being laid down in aid of the river operations, upon which about 200 men are employed. Messrs. Rennie and Logan, of Newport, Monmouthshire, have engaged in the Trent works, at a very moderate contract. Two gentlemen in New York are exhibiting an invention for stopping trains by electricity—or electro-magnetism rather, we presume—thus entirely dispensing with brakesmen. The Venetian railway bridge is under repair. The part between Mestre and St. Jilienne has cost 154,000 florins. It was found necessary to rebuild thirty-four arches from the very foundation; ten were rebuilt from the surface of the water, seven somewhat repaired, and forty-four, which had been prepared for blasting (powder was found in some of them), have been walked up. The expenses will altogether amount to 235,000 florins.

THE NEW SLAUGHTER-HOUSES, EDINBURGH.—The plans of these "City Abattoirs" have been completed by Mr. Connan. The main portion of the building has been arranged in straight lines, and is laid off in double rows—each row containing seventeen killing-booths, with a central passage 25 feet in width. There is a cattle-shed at the back of each booth, with separate entrances behind. The extent of each booth is 18 by 24 feet; and the cattle-sheds 18 by 27 feet. The sheds are each calculated to hold nine cattle and sixty sheep. The rows of booths are not continuous, but are divided into three separate blocks of building, with roadways between. The booths and cattle-sheds are to be all covered and slated. The drainage is managed by two sets of glazed pipes, one set to convey all the liquid manure to a large tank, and the other being appropriated to conveying the roof and surface water. A place has also been set apart for the

reception of the blood—an article now used in manufactures. There is also an erection for the cleaning of tripe, and that part of the building which is opposite the rear of Gilmore-place is to be devoted to a hide and skin market. A manure depot is to be placed alongside of the Lochrin burn, into which the whole of the offal and other refuse of the killing-booths will be conveyed in covered machines, in as to prevent any falling on the roadway leading thereto. The principal access to the slaughter-houses will be by Fountain-bridge. The extent of frontage there will be about 150 feet; and it consists of a lofty screen wall, with a porter's lodge and two gateways in the centre. The design of the façade will be massive, but without much architectural display. The inspector of markets will have an apartment above the porter's lodge, from which a view will be obtained of everything that goes in or comes out of the slaughter-house. The building is to be commenced in the course of a few weeks.

GUTTA PERCHA WATER-PIPE.—A gutta percha pipe of two and a half inches calibre, and 1,000 feet in length, has been laid down for conveying the Croton water in Blackwell's Island, New York. The line extends from the foot of Seventy-ninth-street to the island, the depth of the water varying from 30 to 7 feet. The engineer first arranged his pipe in one length upon the island, and formed a line of thirty boats, well manned, across the river. He then gave his order at the commencement of slack water, and the end of the pipe was drawn across the river by men upon the opposite shore, and was taken up by the men to the boats, and 110 anchors, each weighing thirty-two pounds, were attached to the pipe, being 10 feet apart. By word of command the men in the boats lowered at each point, to suit the inequalities in the bed of the river, as ascertained by previous survey. This was all accomplished in seven and one-half minutes, without accident.—*New York Paper.*

THE AREA IN FRONT OF ST. PAUL'S CATHEDRAL.—On Monday last the gates of the area in front of St. Paul's were opened to the public, and will continue to be so during the day. This may be regarded as the first step towards the accomplishment of the improvement suggested by *THE BUILDER*, and which first led Mr. Barber to commence the agitation for the removal of the railings. An immense improvement would be effected by taking down No. 1, St. Paul's Churchyard (the house at the south-eastern corner of Ludgate-hill). On looking towards Ludgate-hill from beneath the noble west portico of the cathedral, the extent to which this stands in the way is strikingly evident.

IMPROVEMENT SOCIETY FOR LEEDS.—It is proposed to establish a society for the improvement of the town of Leeds. A preliminary meeting has been held and a committee appointed to draw up a prospectus and rules. It is proposed, we believe, that the society shall not be executive, but suggestive, and set by influencing public opinion and taste on all matters connected with the ornament, healthiness, arrangement, and requirements of the town. It will therefore include, not only questions of embellishment, but also sanitary measures, sewers, streets, baths, public halls, libraries, museums, parks, gardens. "Why should we not have our shops looking into glazed arcades," says one who writes to us on the subject, "where no carriages could come to raise a dust? Why should we not look from our town-houses into squares roofed over so as to afford gardens in the depth of winter? The proposer, doubtless, know of the 'Metropolitan Improvement Society,' which existed several years and effected much good. In our provincial towns such societies, if well organised and worked, might prove of the greatest service. We congratulate Leeds on the movement, and hope it will be persevered in.

COVERING THE ROYAL EXCHANGE, LONDON.—We understand that a design for a glass covering to the Royal Exchange has been submitted by Mr. Paxton to the Grosvenor Committee. It resembles in some degree the roof of the transept at the Exhibition.

HALTING PLACES IN SOUTHWARK.—My attention having been directed to the suggestion of your correspondent that the "paving boards of the different parishes can be at no loss to find suitable places for the erection of 'halting-places,'" I take this opportunity of stating that the Paving Commissioners under whom I have the honour of being surveyor, have for some years past taken advantage of every opportunity to erect such, and within the last three years have constructed eight, providing accommodation for twenty-one persons. They are principally formed of stone, with one, two, or three divisions: polished slate, however, has been used in two instances, in one erected about two years since, with accommodation for eight persons, and in another constructed last year for three persons; proper means of drainage and cleaning being adapted in all cases by channels, trapped gratings, and drains. The last erected, which cost about 16*l.*, had an addition of a sloping roof of polished slate. They have been placed at the points most convenient and accessible to the public frequenting the crowded thoroughfares of this neighbourhood, by whom, I doubt not, they are greatly appreciated.—A. S. NAWMAN (for me father, Surveyor of Pavements for the East Division of Southwark.)

ST. MARGARET'S CHURCHYARD.—There is a slight movement in this direction: the magnets have been acted on a trifle, and trifles light as air are forerunners of good. There is near the vestry a small shrubbery planted; and if they would but relay all the paving—tomb-stones, if you will—with mortar, and make a close paved space of the whole yard, the surface water would run off, without being strained through our anachronisms: this is a small request to make of them, and the mason employed would readily tell them the best way to do it.—NOT AN IDLER IN LONDON.

"THE VILLA OF LUCULLUS."—A correspondent says, with reference to the beautiful print, recently issued by the Art-Union of London,—"There is a circumstance connected with it, which I have never seen noticed, and which, perhaps, may add to the interest of the print, viz., this villa is the place to which Anibal Carnet retired for change of air when driven from Rome by his last illness. You will find a description of it at pp. 150 and 151 of a small book published by Chapman, in the Strand, called "Sketches of the Old Painters."

IRON TRADE CONTRACTS.—In the Court of Queen's Bench, on 15th inst., in the case of *Stanton v. Wood*, in which the price of a quantity of iron was sought to be paid for before the delivery of the goods, Mr. Justice Patteson ruled that, according to the contract, which was to be construed according to the intention of the parties, the delivery of the goods was a condition precedent. The use of the word "forthwith," in connection with "fourteen days," showed that the goods were to be delivered at some time within fourteen days. The declaration alleged a general performance of the contract, which was good on general demurrer. It contained a material traversable allegation, which the plea traversed: in that respect, therefore, the plea was good. The judgment of the court would be for the defendant.

LOGGINGS AND HOUSES DURING THE EXHIBITION.—Since our intimation that Mr. Lahee was interesting himself in this matter, we have had various communications from agents; but we do not mention such matters except upon personal knowledge. Messrs. Freerfield and Horne, of Parliament-street, state that they would be glad to bear of any buildings, such as large warehouses or old-fashioned mansions, adaptable as dormitories for the working-classes.

FALMOUTH UNION WORKHOUSE COMPETITION.—Of seventeen designs submitted for this competition four were selected for further consideration. From these four, that by Mr. Frederick William Porter, of London, was ultimately chosen by the decision of the board. The other three selected competitors were Messrs. Eales, Niblett, and Powell.